

EIGHTEENTH ANNUAL REPORT

OF THE

DIRECTORS

OF THE

CENTRAL VERMONT RAILWAY CO.

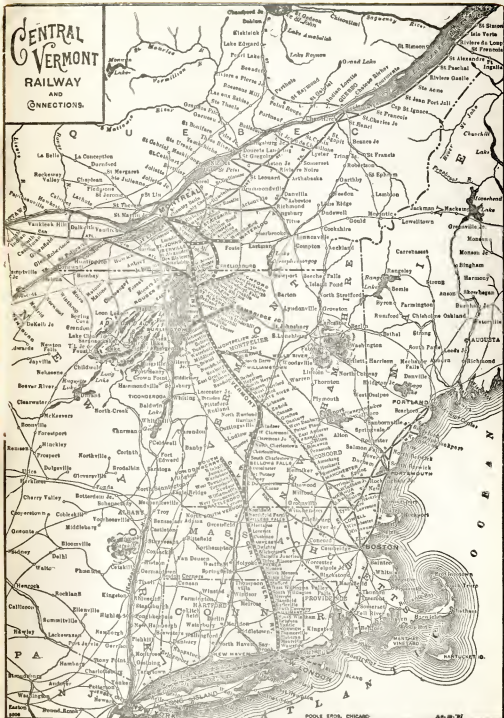
FOR THE

Fiscal Year Ending December 31, 1917.

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CENTRAL VERMONT RAILWAY AND CONNECTIONS.



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CENTRAL VERMONT RAILWAY CO.

FOR THE

Fiscal Year Ending December 31, 1917.

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DIRECTORS.

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E. C. SMITH, <i>President</i> ,	- - -	St. Albans, Vt.
W. H. BIGGAR, K. C., <i>Vice President</i> ,	- -	Montreal, Que.
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W. SEWARD WEBB,	- - - - -	Shelburne, Vt.

OFFICERS.

HOWARD G. KELLEY, <i>Chairman of Board</i> ,	-	Montreal, Que.
E. C. SMITH, <i>President</i> ,	- - -	St. Albans, Vt.
W. H. BIGGAR, K. C., <i>Vice President</i> ,	- -	Montreal, Que.
J. E. DALRYMPLE, <i>Vice President</i> ,	- -	Montreal, Que.
FRANK SCOTT, <i>Vice President</i> ,	- - -	Montreal, Que.
J. W. WARDLAW, <i>Ass't to Pres't & Pur. Agt.</i> ,		St. Albans, Vt.
E. DESCHENES, <i>Auditor</i> ,	- - -	St. Albans, Vt.
W. H. CHAFFEE, <i>Treasurer and Clerk</i> ,	- -	St. Albans, Vt.
J. W. REDMOND, <i>Counsel</i> ,	- - -	Newport, Vt.
C. F. BLACK, <i>Attorney</i> ,	- - -	St. Albans, Vt.
N. W. HAWKES, <i>General Freight Agent</i> ,	-	St. Albans, Vt.
J. W. HANLEY, <i>General Passenger Agent</i> ,	-	St. Albans, Vt.
M. MAGIFF, <i>Sup't Telegraph and Car Service</i> ,		St. Albans, Vt.
J. E. MAUN, <i>Superintendent</i> ,	- - -	St. Albans, Vt.
E. J. GUTHRIE, <i>Superintendent</i> ,	- - -	New London, Conn.
G. W. GROOM, <i>Assistant Superintendent</i> ,	- -	St. Albans, Vt.
W. GILLESPIE, <i>Mechanical Superintendent</i> ,	-	St. Albans, Vt.
J. DUGUID, <i>Ass't Mechanical Superintendent</i> ,	-	St. Albans, Vt.
J. M. MORRISON, <i>Engr. & Sup't Structures</i> ,	-	St. Albans, Vt.
P. D. FITZPATRICK, <i>Val. Engr. & Gen. Rdmstr.</i>		St. Albans, Vt.
S. S. RUSSELL, <i>Claims Agent</i> ,	- - -	St. Albans, Vt.
H. M. DEWART, <i>Asst. Pur. Agent</i> ,	- -	St. Albans, Vt.

LINES OPERATED BY THE

CENTRAL VERMONT RAILWAY CO.

SOUTHERN DIVISION.

1st DISTRICT:

New London to White River Junction, - - -	135.0 miles.
Montville to Palmertown, - - - - -	2.5 "

2nd DISTRICT:

Brattleboro to South Londonderry, - - -	36.0 miles.
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NORTHERN DIVISION.

3rd DISTRICT:

White River Junction to St. Albans, - - - -	120.5 miles.
Bethel to Quarries, - - - - -	5.4 "
Montpelier Junction to Williamstown, - - -	14.9 "
Essex Junction to Burlington, - - - - -	8.0 "
Essex Junction to Cambridge Junction, - - -	26.0 "

4th DISTRICT:

St. Albans to St. Johns, - - - - -	43.0 miles.
Fonda Junction to Rouses Point, - - - - -	17.7 "
St. Albans to Richford, - - - - -	28.0 "

5th DISTRICT:

Stanstead, Shefford & Chambly Jct. to Waterloo,	40.8 miles.
St. Lambert to Frelighsburg, - - - - -	50.0 "
Marieville to St. Cesaire, - - - - -	8.6 "

Total, - - - - -	536.4 miles.
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CENTRAL VERMONT RAILWAY CO.

EIGHTEENTH ANNUAL REPORT

FOR THE

FISCAL YEAR ENDING DECEMBER 31, 1917.

ST. ALBANS, VT., September 15th, 1918.

*To the Shareholders of the**Central Vermont Railway Company:*

The Board of Directors submit the following report of business and operation of the Company for the year ending December 31, 1917.

Gross Receipts,	-	-	-	-	-	-	-	-	\$4,816,577.55
Operating Expenses,	-	-	-	-	-	-	-	-	4,022,047.46
Balance,	-	-	-	-	-	-	-	-	\$ 794,530.09
Taxes,	-	-	-	-	-	-	-	-	207,009.15
									\$ 587,520.94
Net debit from rentals, etc.,	-	-	-	-	-	-	-	-	73,066.04
									\$ 514,454.90
Hire of equipment:									
Credit balance,	-	-	-	-	-	-	-	-	11,712.69
									\$ 526,167.59
Interest on securities held by the Company, -	-	-							50,386.61
									\$ 576,554.20
Fixed charges,	-	-	-	-	-	-	-	-	\$ 731,283.34
Net Result,	-	-	-	-	-	-	-	-	\$ *154,729.14

* Deficit.

TRAIN MILEAGE.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Freight, - - -	861,219	1,045,674	893,696
Passenger, - - -	1,074,207	1,117,924	1,161,474
Mixed, - - -	88,914	95,129	90,076
Special, - - -	2,171	2,941	2,432
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Total Revenue Miles,	2,026,511	2,261,668	2,147,678
Non Revenue, - -	44,153	32,439	40,457
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Total, - - -	2,070,664	2,294,107	2,188,135

CAR MILEAGE.

Passenger - - -	4,888,464	Decrease over 1916,	88,277
Freight, - - -	22,246,918	Decrease over 1916,	5,828,477

The percentage of expenses to earnings was 83.50 per cent., as compared with 75.20 per cent. in the preceding year, an increase of 8.30 per cent.

TRAFFIC.

The number of tons carried one mile was 267,482,693, a decrease of 59,308,745; the earnings per freight train mile were \$3.49, an increase of 43 cents, and the earnings per ton per mile 1.20 cents, an increase of 0.19 cent.

The number of passengers carried one mile, 41,165,036, shows a decrease of 1,691,179; the earnings per passenger train mile \$1.27, an increase of nine cents, and the earnings per passenger per mile 2.60 cents, an increase of 0.12 cent.

MAINTENANCE OF WAY AND STRUCTURES.

On the First District 4.5 miles of new 80 pound Open Hearth rail have been laid between Evarts, Vermont and White River Junction, Vermont, and 8.1 miles have been laid with re-laying 80 pound rail, replacing lighter weight rail.

On the Third District 26.4 miles new 80 pound Open Hearth rail have been laid as follows,—15.3 miles between White River Junction, Vermont, and South Royalton, Vermont, 4.7 miles between Essex Junction, Vermont and Burlington, Vermont, and 1.9 miles between Oakland, Vermont and Georgia, Vermont; 7.3 miles re-laying 80 pound rail have been laid relieving lighter weight rail.

Industrial tracks to extent of 8132 feet have been constructed, and 4635 feet additional yard tracks have been built.

Three grade crossings at Montpelier, Vermont, have been eliminated by an overpass, and new highway and a grade crossing in Town of Willington, Connecticut, has been discontinued.

A new building has been constructed at St. Albans, Vermont, for accommodation of Immigration Department of United States Government, and for a part of our Audit Department Staff.

A new combination freight and passenger station was erected at Riverton, Vermont to replace structure destroyed by fire.

A 3000 ton capacity ice house was built at St. Albans, Vermont to store sufficient ice to meet the increased requirement.

New modern 150 ton, dead-rail, track scales have been installed at Palmer, Mass., Brattleboro, Vt., and White River Junction, Vt.

New steel bridges have been erected as follows:—

No. 75½,	Three Rivers, Mass.	24 feet long
No. 86,	Montague, Mass.	22 feet long
No. 88,	Millers Falls, Mass.	24 feet long
No. 94,	Gill, Mass.	25 feet long
No. 8,	Milton, Vt.	105 feet long

Bridge No. 21, Williamstown, Vt. 28 feet long, a trestle structure, was rebuilt with steel and seven trestle bridges, aggregating 309 feet in length, have been renewed.

Sixteen other bridges received extensive repairs.

MAINTENANCE OF EQUIPMENT.

MOTIVE POWER DEPARTMENT.

During past eighteen months there were purchased and put in service one ten-wheel superheated passenger engine of our 218 type, and six consolidation superheated freight engines of modern design—these engines weighing 192,000 pounds on drivers and having a tractive power of 49,500 pounds, have given extremely satisfactory service, both as to their hauling capacity and as to economical operation.

In continuing the work indicated last year, three more compound consolidation engines of the "400" class have been converted to simply superheated engines with highly satisfactory results.

Ninety locomotives have received heavy repairs and two hundred and two light repairs.

The benefits derived from the improved condition of our motive power have been clearly demonstrated. The past winter is reputed to have been the worst in history and notwithstanding the severe strain on the locomotives during that season, we have been enabled to handle the heaviest business on record this spring without delay.

CAR DEPARTMENT.

During the period covered by this report two new steel mail cars were purchased. In St. Albans Shops six steel under-frame milk cars, eleven box cars and two snow plows were constructed. 167 freight cars had steel draft equipment applied and metal roofs were placed on 219 cars.

Pursuant to resolution of this Board adopted September 10, 1917, the date of the Annual Meeting was changed to second Tuesday of April, in each year. This change was made necessary by action of the Interstate Commerce Commission, in establishing the fiscal year on railroads to end December 31. Accordingly no annual meeting of the Company was held during 1917, and the report herewith submitted covers the period of eighteen months ending December 31, 1917. In that month the Government took over the operation of the railroads by proclamation of the President, and your Company has been under Government direction since that time. Although a tentative operating

contract has been submitted, nothing definite has been agreed upon. When the time arrives it will be necessary to act, and a resolution will be submitted to this meeting giving the Board authority in the premises, and appointing such officer as you may designate to negotiate and execute the contract on behalf of this Company.

Under the terms of the proclamation the Government takes over "each and every system of transportation, and the appurtenances thereof located wholly or in part within the boundaries of the continental United States". Whether it is the purpose of the Government to include the roads owned and operated by this Company in Canada is yet to be determined.

During the year 1917 application was made to the Central Vermont Transportation Company, a subsidiary of your Company, for the sale by the Transportation Company of the steamers "Manhattan" and "Narragansett", which were originally built to run between Providence and New York. Negotiations following this application were terminated when on January 1, 1918 the Shipping Board of the United States Government commandeered the boats for the use of the Government. Hearings have been had before the Shipping Board to determine the compensation therefor, but no conclusion has been reached. Claim was made by the Company that it should be allowed the original purchase price, plus the cost to date, amounting for both boats to \$1,638,252.08. It is expected that a definite order in the premises will be made in the near future. There was outstanding against the boats at the time they were commandeered, a first mortgage obligation of \$450,000.

The report of operation of the Company for the year ending December 31, 1917, shows a deficit of \$154,729.14 after paying fixed charges. This is due to increased cost of labor, coal and material. The increase in the items of either wages or coal alone would more than account for the deficit.

It will be interesting in this connection to study the subjoined statement showing a comparison of operating data for the years 1914, 1915, 1916 and 1917, from which it appears that while the total revenue for the past two years was substantially the same the engine miles decreased 250,000 miles; the loaded car miles decreased 5,073,133 miles, and the empty car miles decreased 1,285,939 miles, showing the efficiency of the road

has been maintained and increased, and that under normal conditions the property would have shown an exceedingly handsome profit.

	1914	1915	1916	1917
Tons one mile..	314,478,436	292,446,458	326,791,438	267,482,693
Tons per train mile.....	226.91	250.58	277.30	278.33
Tons per loaded car mile.....	14.44	14.05	14.64	15.51
Engine miles...	3,242,225	2,919,557	2,970,898	2,720,960
Freight earnings	2,981,316.28	2,898,881.44	3,290,654.75	3,214,417.38
Passenger earnings.....	1,072,912.07	1,008,427.42	1,063,403.53	1,069,747.79
Total earnings.	4,372,765.42	4,260,598.53	4,811,329.64	4,816,577.55
Car miles-loaded.....	21,771,268	20,814,804	22,324,264	17,251,131
Car miles-empt-ty.....	8,664,276	8,293,951	7,512,920	6,226,981

It is a pleasure to report that the officers and employees of this Company, individually and collectively, have rendered patriotic and untiring effort toward the success of the Company.

The usual statements, accounts and statistics covering the business of the eighteen months prior to January 1, 1918, are appended hereto.

E. C. SMITH,
President.

INCOME ACCOUNT.

OPERATING INCOME:

Railway operating revenues, - -	\$ 4,816,577.55	
Railway operating expenses, - -	<u>4,022,047.46</u>	
Net revenue from railway operations,		\$ 794,530.09
Railway tax accruals, - - -	207,009.15	
Uncollectible railway revenues, - - -	<u>1,792.46</u>	208,801.61
Total operating income, - - - -		<u>585,728.48</u>

NON-OPERATING INCOME:

Hire of freight cars—Credit balance, - -	19,817.50	
Rent from locomotives, - - - -	10,405.52	
Rent from passenger-train cars, - - - -	58,036.09	
Rent from work equipment, - - - -	764.40	
Joint facility rent income, - - - -	32,378.27	
Miscellaneous rent income, - - - -	6,617.69	
Income from funded securities, - - - -	3,000.00	
Income from unfunded securities and accounts, - - - -	21,722.52	
Miscellaneous income, - - - -	<u>1,001.75</u>	
Total non-operating income, - - -		153,743.74
Gross income, - - - - -		<u>\$ 739,472.22</u>

DEDUCTIONS FROM GROSS INCOME:

Rent for locomotives, - - - - -	1,444.11	
Rent for passenger-train cars, - - - -	75,863.76	
Rent for work equipment, - - - -	2.95	
Joint facility rents, - - - - -	3,085.98	
Rent for leased roads, - - - - -	216,552.49	
Miscellaneous rents, - - - - -	27,881.89	
Interest on funded debt, - - - - -	468,919.24	
Interest on unfunded debt, - - - - -	<u>100,450.94</u>	
Total deductions from gross income, -		\$ 894,201.36
Net deficit, - - - - -		<u>\$ 154,729.14</u>

PROFIT AND LOSS ACCOUNT.

Surplus December 31st, 1916, - - - - -	\$ 475,958.72
Depreciation on equipment, retired during the year, from date of purchase to June 30, 1907, debit, - - -	3,037.99
Miscellaneous adjustment, debit, - - - - -	<u>42,125.08</u>
Net credit, - - - - -	430,795.65
Less deficit in income account for the year, - - - -	<u>154,729.14</u>
Net surplus at December 31st, 1917, - - - - -	<u>\$ 276,066.51</u>

BALANCE SHEET.

Assets.

INVESTMENTS:

Investment in road and equipment, - -	\$17,010,442.13	
Improvements on leased railway property, -	250,805.70	\$17,261,247.83
Investments in affiliated companies:		
Stocks, - - -	4,973,915.92	
Advances, - - -	3,299,855.22	8,273,771.14
Other Investments: -		
Bonds, - - -		75,000.00
Total investments,		\$25,610,018.97

CURRENT ASSETS:

Cash, - - -	255,435.81	
Special deposits, - -	12,947.00	
Traffic and car-service balances receivable, -	60,516.61	
Net balance receivable from agents and conductors, - - -	156,344.03	
Miscellaneous accounts receivable, - - -	381,522.30	
Material and supplies, -	692,618.79	
Interest and dividends receivable, - - -	8,723.25	
Other current assets, -	96,270.64	
Total current assets,		1,664,378.43

DEFERRED ASSETS:

Working fund advances,	9,661.81	
Other deferred assets, -	25,998.36	
Total deferred assets,		35,660.17

UNADJUSTED DEBITS:

Rents and insurance premiums paid in advance, - - -	7,053.51	
Other unadjusted debits,	106,799.91	
Securities issued or assumed--Unpledged,	42,000.00	
Securities issued or assumed--Pledged, -	1,226,000.00	
Total unadjusted debits, - - -		1,381,853.42

\$28,691,910.99

DECEMBER 31, 1917:

Liabilities.

STOCK:

Authorized 30,000 shares of \$100 each, -	\$ 3,000,000.00	
Issued, - - - - -	2,984,600.00	
Script, - - - - -	15,400.00	
		\$ 3,000,000.00

LONG-TERM DEBT:

Funded debt unmatured, 1st. Mortgage		
4% Bonds, - - - - -	12,000,000.00	
Collateral trust bonds, - - - - -	35,000.00	
Equipment trust notes, - - - - -	441,000.00	
Non negotiable debt to affiliated companies, - - - - -	68,631.96	
Total long-term debt,		12,544,631.96

CURRENT LIABILITIES:

Loans and bills payable, - - - - -	8,633,936.77	
Traffic and car-service balances payable,	243,240.08	
Audited accounts and wages payable, -	2,748,886.37	
Miscellaneous accounts payable, - -	1,908.31	
Interest matured unpaid, - - - - -	21,723.44	
Unmatured interest accrued, - - - -	93,411.47	
Unmatured rents accrued, - - - - -	83.32	
Other current liabilities, - - - - -	131,592.39	
Total current liabilities,		11,874,782.15

DEFERRED LIABILITIES:

Other deferred liabilities, - - - - -	229,784.93	
Total deferred liabilities,		229,784.93

UNADJUSTED CREDITS:

Tax liabilities, - - - - -	88,046.45	
Accrued depreciation—Road, - - - -	38,572.47	
Accrued depreciation—Equipment, -	620,646.62	
Other unadjusted credits, - - - - -	19,379.90	
Total unadjusted credits,		766,645.44
Profit and loss Balance,		276,066.51

CONTINGENT LIABILITIES.

In respect of Principal of and Interest on \$200,000.00 par value First Mortgage 4% Bonds of the Montreal and Province Line Railway Company, and \$537,000.00 par value Central Vermont Transportation Company 5% Steamship Gold Bonds, both issues being guaranteed by the Central Vermont Railway Company.

\$28,691,910.99

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURE AND RESULT OF OPERATION.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
REVENUE:			
Freight, - - - :	\$3,214,417.38	\$3,290,654.75	\$3,126,196.48
Passenger, - - - -	1,069,747.79	1,063,403.53	1,095,944.92
Mail and Express, - - -	219,640.87	186,929.31	216,920.25
Other revenue from trans- portation, - - - -	172,319.34	131,513.86	160,144.66
Revenue from operations other than transportation,	128,294.67	127,144.89	114,477.48
Dining and buffet service, -	12,157.50	11,683.30	12,156.28
Total revenue, - - -	\$4,816,577.55	\$4,811,329.64	\$4,725,840.07
EXPENSES:			
Maintenance of way and Structures, - - - -	\$ 530,426.85	\$ 587,287.74	\$ 579,487.30
Maintenance of equipment,	753,640.25	627,402.97	661,370.56
Traffic, - - - -	104,397.58	110,963.07	107,960.54
Transportation, - - - -	2,470,231.78	2,146,072.91	2,209,023.87
Miscellaneous operations, -	29,818.13	29,014.39	27,286.07
General, - - - -	134,648.71	117,191.10	126,284.07
Transportation for invest- ment—Cr., - - - -	1,115.84		
Total operating expenses, -	\$4,022,047.46	\$3,617,932.18	\$3,711,412.41
Balance, - - - -	\$ 794,530.09	\$1,193,397.46	\$1,014,427.66
Net Dr. from rentals, etc.	73,066.04	33,622.41	61,146.98
Balance, - - - -	\$ 721,464.05	\$1,159,775.05	\$ 953,280.68
Taxes, - - - -	207,009.15	192,749.62	185,775.88
Balance, - - - -	\$ 514,454.90	\$ 967,025.43	\$ 767,504.80
Hire of equipment balance, -	11,712.69	*72,850.71	*419.74
Balance, - - - -	\$ 526,167.59	\$ 894,174.72	\$ 767,085.06
EXTRA RECEIPTS:			
Interest on securities held by the Company, etc., - - -	\$ 50,386.61	\$ 43,720.03	\$ 43,719.96
Total, - - - -	\$ 576,554.20	\$ 937,894.75	\$ 810,805.02
Fixed charges, - - - -	731,283.34	731,099.18	727,591.69
Net result, - - - -	\$ †154,729.14	\$ 206,795.57	\$ 83,213.33
* Debit. † Deficit.			

MAINTENANCE OF WAY AND STRUCTURES.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Superintendence—B. & B. Dept., - - -	\$11,838.85	\$11,260.40	\$11,295.14
Superintendence—Road Department, - - -	10,869.31	10,961.57	10,884.65
Roadway maintenance, - - -	43,460.38	41,120.85	39,361.22
Roadway—Depreciation, - - -	321.99	338.69	339.14
Bridges, trestles and culverts, - - -	40,455.02	40,018.64	37,250.00
Bridges, trestles and culverts—De- preciation, - - -	735.78	468.72	651.82
Ties, - - -	83,328.55	91,305.17	94,352.73
Ties—Depreciation, - - -	50.47	24.86	33.61
Rails, - - -	*38,879.25	46,711.01	15,392.46
Rails—Depreciation, - - -	2,063.31	1,687.13	1,870.73
Other track material, - - -	35,857.88	43,098.41	44,863.67
Othler track material—Depreciation, - - -	805.46	764.60	799.22
Ballast, - - -	*10.00	66.71	*39.46
Ballast—Depreciation, - - -	5,849.62	5,849.57	6,043.61
Track laying and surfacing, - - -	196,272.44	171,347.98	181,528.66
Right of way fences, - - -	7,641.87	12,364.43	9,917.56
Right of way fences—Depreciation, - - -	69.91	84.78	86.62
Snow and sand fences and snow sheds, Crossings and signs, - - -	1,467.58	250.72	942.96
Crossings and signs—Depreciation, - - -	5,307.15	205.86	6,004.38
Station and office buildings, - - -	207.47	156.16	183.59
Station and office buildings—Deprecia- tion, - - -	35,756.20	29,069.15	41,127.10
Roadway buildings, - - -	2,269.11	322.83	419.48
Roadway buildings—Depreciation, - - -	1,594.37	2,633.01	2,203.46
Water stations, - - -	11.72	17.06	15.21
Water stations—Depreciation, - - -	3,247.80	3,621.50	3,609.51
Fuel stations, - - -	70.06	67.84	70.07
Shops and enginehouses, - - -	2,152.24	2,277.63	2,363.95
Shops and enginehouses—Deprecia- tion, - - -	12,415.80	9,138.37	9,941.11
Wharves and docks, - - -	36.28	14.99	24.34
Wharves and docks—Depreciation, - - -	2,141.73	3,034.72	2,453.67
Coal and ore wharves, - - -	102.93	95.74	102.90
Telegraph and telephone lines, - - -	1,028.12	1,038.72	908.17
Telegraph and telephone lines— Depreciation, - - -	10,129.63	7,407.56	6,999.89
Signals and interlockers, - - -	120.43	120.44	120.44
Signals and interlockers—Depreciation, Roadway machines, - - -	1,505.81	1,949.81	2,105.33
Roadway machines—Depreciation, - - -	74.33	74.35	74.35
Small tools and supplies, - - -	1,417.61	1,129.34	1,142.24
Removing snow, ice and sand, - - -	88.57	18.48	55.51
	6,855.51	7,656.83	6,918.44
	59,724.03	30,093.70	54,951.35
Amount carried forward, - - -	\$548,456.07	\$577,868.33	\$597,368.83

*Credit.

MAINTENANCE OF WAY AND STRUCTURES.—(Cont'd)

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Amount brought forward, - - -	\$548,456.07	\$577,868.33	\$597,368.83
Assessments for public improvements, -	2.00		
Injuries to persons—B. & B. Dept., -	854.06	860.02	805.80
Injuries to persons—Road Dept., -	2,640.67	10,590.24	1,182.09
Insurance, - - - - -	3,014.56	3,347.53	2,956.48
Stationery and printing—B. & B. Dept., -	490.32	597.43	589.15
Stationery and printing—Road Dept., -	308.81	281.20	329.42
Other Expenses, - - - - -	131.36	25.00	25.00
Maintaining joint tracks, yards, and other facilities—Dr., - - - -	2,361.46	3,588.22	2,935.04
Maintaining joint tracks, yards, and other facilities—Cr., - - - -	27,832.46	9,870.23	26,704.51
Total, - - - - -	\$530,426.85	\$587,287.74	\$579,487.30

MAINTENANCE OF EQUIPMENT.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Superintendence—M. P. Dept., - -	\$13,446.72	\$10,857.00	\$12,523.08
Superintendence—Car Dept., - -	10,853.10	9,401.46	10,952.20
Shop machinery—M. P. Dept., - -	8,167.78	13,068.03	11,256.48
Shop machinery—Car Dept., - -	1,415.99	1,459.18	1,169.86
Steam locomotives—Repairs, - -	372,001.08	277,710.08	320,532.23
Steam locomotives—Depreciation, -	24,748.14	22,433.17	23,992.04
Freight-train cars—Repairs, - -	176,646.36	146,199.78	133,870.36
Freight-train cars—Depreciation, -	36,994.14	37,356.81	37,237.00
Freight-train cars—Retirements, -	11,535.58	9,627.49	10,416.55
Passenger-train cars—Repairs, - -	64,400.27	66,702.89	61,966.28
Passenger-train cars—Depreciation, -	11,099.43	10,929.46	10,988.07
Passenger-train cars—Retirements, -	2,946.02	1,705.37	4,651.39
Work equipment—Repairs, - -	4,525.57	1,454.82	2,177.04
Work equipment—Depreciation, - -	2,252.11	2,381.11	2,189.69
Work equipment—Retirements, - -	1,267.12	2,024.07	3,031.40
Miscellaneous equipment—Depreciation, *	1,092.65	541.67	615.18
Injuries to persons—M. P. Dept., - -	1,491.81	1,118.93	1,355.45
Injuries to persons—Car Dept., - -	718.77	559.88	664.62
Insurance—M. P. Dept., - - - -	697.20	703.66	776.40
Insurance—Car Dept., - - - -	7,134.91	8,862.18	8,333.67
Stationery and printing—M. P. Dept.,	1,515.89	1,396.85	1,381.51
Stationery and printing—Car Dept.,	1,195.02	909.08	1,232.24
Other expenses, - - - - -	57.82		57.82
Maintaining joint equipment at terminal,—Cr. - - - - -	377.93		
Total, - - - - -	\$753,640.25	\$627,402.97	\$661,370.56

*Credit.

TRANSPORTATION EXPENSES.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Superintendence, - - - - -	\$ 50,967.33	\$ 39,953.64	\$ 42,786.73
Dispatching trains, - - - - -	17,105.53	14,272.89	17,013.40
Station employees, - - - - -	563,786.41	542,231.52	531,887.01
Weighing, inspection, and demurrage bureaus, - - - - -	87.63	66.51	76.34
Coal and ore wharves, - - - - -	2,952.88	5,127.83	3,985.05
Station supplies and expenses, - - - - -	66,951.14	45,008.38	52,475.63
Yardmasters and yard clerks, - - - - -	22,003.24	19,778.38	19,724.57
Yard conductors and brakemen, - - - - -	68,920.16	56,034.60	58,180.69
Yard switch and signal tenders, - - - - -	8,457.85	8,588.91	8,253.71
Yard enginemen, - - - - -	51,401.40	41,391.32	42,422.13
Fuel for yard locomotives, - - - - -	160,063.30	90,378.72	110,736.75
Water for yard locomotives, - - - - -	2,302.39	1,914.20	2,177.10
Lubricants for yard locomotives, - - - - -	1,320.94	859.71	1,035.98
Other supplies for yard locomotives, - - - - -	1,533.03	969.95	1,242.22
Enginehouse expenses—Yard, - - - - -	21,474.25	16,889.36	17,069.26
Yard supplies and expenses, - - - - -	1,044.04	1,364.88	1,156.75
Operating joint yards and terminals—Dr.	14,942.77	19,136.23	17,605.05
Operating joint yards and terminals—Cr.	37,476.55	20,695.78	26,628.41
Train enginemen, - - - - -	215,764.22	213,740.76	217,036.96
Fuel for train locomotives, - - - - -	670,438.83	490,718.85	539,250.94
Water for train locomotives, - - - - -	17,715.37	17,728.26	18,955.16
Lubricants for train locomotives, - - - - -	5,390.71	4,580.08	5,088.87
Other supplies for train locomotives, - - - - -	6,221.36	5,228.97	6,185.63
Enginehouse expenses—Train, - - - - -	100,890.54	81,461.59	85,219.98
Trainmen, - - - - -	240,259.15	224,979.98	235,854.09
Train supplies and expenses, - - - - -	82,322.44	81,433.19	87,181.43
Signal and interlocker operation, - - - - -	3,895.96	3,607.66	4,058.88
Crossing protection, - - - - -	8,830.17	7,026.33	7,892.79
Drawbridge operation, - - - - -	3,875.77	3,328.09	3,752.27
Telegraph and telephone operation, - - - - -	2,192.51	4,432.80	1,906.60
Stationery and printing, - - - - -	25,443.90	24,366.69	24,383.82
Other expenses, - - - - -	958.58	2,499.06	1,900.85
Operating joint tracks and facilities—Dr.	5,404.59	8,223.83	5,566.15
Operating joint tracks and facilities—Cr..	3,286.57	2,077.50	2,675.79
Insurance, - - - - -	1,802.03	1,617.12	1,916.27
Clearing wrecks, - - - - -	9,706.07	4,933.38	7,483.55
Damage to property, - - - - -	6,743.08	6,027.68	5,569.76
Damage to live stock on right of way, - - - - -	1,800.32	1,433.63	1,412.63
Loss and damage—Freight, - - - - -	28,306.52	35,865.59	31,273.95
Loss and damage—Baggage, - - - - -	485.13	243.97	399.58
Injuries to persons, - - - - -	17,233.36	41,401.65	18,209.54
Total, - - - - -	\$2,470,231.78	\$2,146,072.91	\$2,209,023.87

TRAFFIC EXPENSES.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Superintendence—Freight, - - -	\$13,801.70	\$11,195.78	\$12,459.81
Superintendence—Passenger, - - -	8,841.57	8,742.96	8,898.37
Outside agencies—Freight, - - -	10,936.08	16,484.83	13,624.43
Outside agencies—Passenger, - - -	22,138.50	24,537.01	24,187.45
Advertising, - - - - -	7,983.54	10,962.14	8,761.13
Traffic associations—Freight, - - -	1,656.72	649.16	1,479.16
Traffic associations—Passenger, - - -	666.66	562.86	558.99
Fast Freight Lines, - - - - -	26,203.02	28,295.40	27,931.26
Insurance—Freight, - - - - -	18.60	4.66	3.60
Insurance—Passenger, - - - - -	2.15	2.27	.35
Stationery and printing—Freight, - - -	9,600.70	6,619.95	7,257.62
Stationery and printing—Passenger, - - -	2,500.18	2,780.25	2,713.56
Other expenses, - - - - -	48.16	125.80	84.81
Total - - - - -	\$104,397.58	\$110,963.07	\$107,960.54

MISCELLANEOUS OPERATIONS.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Dining and buffet service, - - - -	\$12,300.27	\$ 11,555.34	\$ 11,866.14
Other miscellaneous operations, - - -	17,517.86	17,459.05	15,419.93
Total, - - - - -	\$ 29,818.13	\$ 29,014.39	\$ 27,286.07

GENERAL EXPENSES.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Salaries and expenses of general officers,	\$ 24,038.59	\$ 21,090.46	\$ 21,760.63
Salaries and expenses of clerks and attendants, - - - - -	54,841.92	51,680.45	53,512.75
General office supplies and expenses, - - -	3,002.82	2,672.09	2,173.62
Law expenses, - - - - -	18,024.65	15,590.90	15,706.98
Insurance, - - - - -	385.85	428.09	357.96
Pensions, - - - - -	1,664.50	1,387.89	1,622.38
Stationery and printing, - - - - -	8,610.25	7,761.13	8,832.48
Valuation expenses, - - - - -	22,031.00	13,951.30	20,785.57
Other expenses, - - - - -	2,049.13	2,628.79	1,531.70
Total, - - - - -	-\$ 134,648.71	\$ 117,191.10	\$ 126,284.07

COMPARATIVE STATEMENT OF FREIGHT AND PASSENGER TRAIN EARNINGS PER TON AND PER PASSENGER MILE.

FREIGHT.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Revenue train miles, - - -	920,496	1,074,555	948,412
Freight earnings, - - - -	\$3,214,417.38	\$3,290,654.75	\$3,126,196.48
Earnings per freight train mile,	3.49	3.06	3.30
Tons carried, - - - -	4,333,773	4,405,440	4,253,201
Tons carried one mile, - - -	267,482,693	326,791,438	281,635,054
Earnings per ton per mile, -	\$.0120	\$.0101	\$.0111

PASSENGER.

	Year Ending Dec. 31, 1917	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Revenue train miles, - - -	1,104,990	1,132,014	1,190,126
Passenger earnings, - - -	\$1,406,723.21	\$1,343,880.06	\$1,426,437.65
Earnings per passenger train mile, \$	1.27	1.18	1.20
Passengers carried, - - -	1,514,528	1,555,153	1,594,383
Passengers carried one mile, -	41,165,036	42,856,215	44,595,493
Earnings per passenger per mile, \$	.0260	.0248	.0246

Earnings from Express and Mails are included in Passenger train earnings.

Earnings per passenger mile do not include Express and Mail earnings.

MILES OF TRACK.

OWNED SOLELY BY THE COMPANY.

MAIN TRACK:

St. Johns to Windsor, - - -	*177.5 miles.	
Essex Junction to Burlington, -	8.0	"
Rouses Point to Fonda Jct., -	17.7	"
	<hr/>	203.2 miles.

SECOND MAIN TRACK:

Fonda Junction to St. Albans, - - - -	6.2 miles.
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BRANCH LINES:

S. S. & C. Junction to Waterloo,	40.8 miles.	
St. Lambert to Frelighsburg, -	50.0	"
Marieville to St. Cesaire, - -	8.6	"
Montpelier Jct. to Williamstown,	14.9	"
Essex Junction to Cambridge Jct.,	26.0	"
St. Albans to Richford, - -	28.0	"
Bethel to Quarries, - - -	5.4	"
	<hr/>	173.7 miles.
Yard tracks, sidings and spur tracks, - - -		119.7 miles.

LEASED LINES.

MAIN TRACK:

Brattleboro to New London, -	121.0 miles.	
Montville to Palmertown, - -	2.5	"
(New London Northern R. R.)	<hr/>	123.5 miles.

BRANCH LINES:

Brattleboro to South Londonderry, - -	36.0 miles.	
(West River Railroad)		
Yard tracks, sidings and spur tracks, - -	51.0 miles.	

TOTAL MILES TRACK, 713.3

*6.2 miles double track.

TONNAGE OF ARTICLES CARRIED.

COMMODITY:	Year Ending Dec. 31, 1917.		Year Ending Dec. 31, 1916.	
	Per Cent.	Tons	Per Cent.	Tons
Products of Agriculture.—	15.079		18.481	
Grain	04.800	208,032	06.495	286,319
Flour	01.662	72,002	02.380	104,839
Other mill products	04.772	206,812	05.366	236,408
Hay	01.831	79,372	01.589	69,997
Other products of agriculture	02.014	87,265	02.647	116,614
Products of Animals.—	05.099		06.055	
Live stock	00.670	29,047	00.599	26,406
Packing house products	02.030	87,964	02.753	121,289
Hides and leather	00.501	21,712	00.777	34,216
Other products of animals	01.898	82,276	01.926	84,832
Products of Mines.—	33.185		29.962	
Anthracite coal	10.111	438,173	06.079	267,822
Bituminous coal	12.977	562,394	14.165	624,048
Granite	02.916	126,355	02.975	131,059
Other products of mines	07.181	311,227	06.743	297,061
Products of Forests.—	13.410		11.230	
Lumber	08.808	381,726	08.914	392,698
Fuel wood	00.780	33,789	00.656	28,891
Pulp wood	00.936	40,562	00.779	34,331
Other products of forests	02.886	125,070	00.881	38,793
Manufactures.—	24.372		25.777	
Petroleum and other oils	01.048	45,426	00.870	38,334
Brick, lime and cement	02.434	105,477	02.656	117,016
Wood pulp	06.404	277,522	06.005	264,554
Other manufactured products	14.486	627,803	16.246	715,699
Merchandise.—	06.835	296,237	06.718	295,945
Miscellaneous.—	02.020	87,530	01.777	78,269
Total	100.000	4,333,773	100.000	4,405,440

ENGINE MILEAGE.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917
Freight, - - - -	886,919	1,112,307	931,786
Passenger, - - - -	1,091,473	1,129,160	1,178,704
Mixed, - - - -	88,914	95,129	90,076
Special, - - - -	2,171	2,941	2,432
Switching, - - - -	607,330	595,790	589,720
	<hr/>	<hr/>	<hr/>
Total revenue miles,	2,676,807	2,935,327	2,792,718
Non revenue, - - - -	44,153	32,439	40,457
	<hr/>	<hr/>	<hr/>
Total, - - - -	<u>2,720,960</u>	<u>2,967,766</u>	<u>2,833,175</u>

CAR MILEAGE.

	Year Ending Dec. 31, 1917.	Year Ending Dec. 31, 1916.	Year Ending June 30, 1917.
Passenger, - - - -	4,888,464	4,976,741	5,121,604
Freight, - - - -	22,246,918	28,075,395	24,094,669
	<hr/>	<hr/>	<hr/>
Total, - - - -	<u>27,135,382</u>	<u>33,052,136</u>	<u>29,216,273</u>

EQUIPMENT.

LOCOMOTIVES.

CLASS	On Hand July 1, 1916	Sold	De- stroyed or taken down	Pur- chased or Built	Changed		On Hand Dec. 31, 1917
					From	To	
Passenger .	32	1	..	1	1	..	31
Freight .	63		..	7	..	1	71
Switching .	5		..		..	..	5
Total .	100	1	..	8	1	1	107

PASSENGER CARS.

CLASS	On Hand July 1, 1916	Sold	De- stroyed or taken down	Pur- chased or Built	Changed		On Hand Dec. 31, 1917
					From	To	
Coach . .	59	..	1	..	1coach 1coach	1Cons. 1wreck	56
Café-Parlor .	2	..	..	..	..	..	2
Parlor . . .	2	..	..	..	..	..	2
Dining . . .	1	..	..	..	..	..	1
Comb'n Pass'r and Baggage }	12	..	..	..	1 Bag.	1wreck	11
Baggage, Mail and Express }	31	..	..	2	1Mail 1M&B 2M&B	1 Bag 1Cons. 2wreck	30
Milk . . .	2	..	..	6	1 Milk	1 Cons	7
Total . . .	109	..	1	8	8	8	109

FREIGHT AND WORK CARS.

CLASS	On Hand July 1, 1916	Sold	De- stroyed or taken down	Pur- chased or Built	Changed		On Hand Dec. 31, 1917
					From	To	
FREIGHT.							
Box . . .	2089	..	23	3	..	..	2069
Refrigerator	14	..	..	..	..	..	14
Stock . . .	8	..	..	..	..	..	8
Coal . . .	210	..	4	..	2 coal	2 cons.	204
Flat . . .	632	..	66	..	2 flat	2 cons.	564
Caboose .	43	..	4	2	..	..	41
WORK.							
Cinder . . .	17	..	2	1	..	..	16
Wreck . . .	18	..	..	..	1 Bag. 2 M.& B. 1 Coach	1 wreck 2 wreck 1 wreck	22
Snowplow .	8	..	3	2	..	..	7
Construction	91	..	2	1	1 M.& B. 2 coal 2 flat 1 milk 1 coach	1 cons. 2 cons. 2 cons. 1 cons. 1 cons.	97
Scraper . .	15	..	1	..	..	..	14
Official and Pay	1	..	..	..	..	..	1
Store . . .	1	..	..	..	..	..	1
Total .	3147	..	105	9	15	15	3058

WEIGHT OF RAIL IN TRACK.

Weight of Rail	1st District Miles		2nd District Miles		3rd District Miles		4th District Miles		5th District Miles		TOTAL Miles	
	Main Track	Sid- ings	Main Track	Sid- ings	Main Track	Sid- ings	Main Track	Sid- ings	Main Track	Sid- ings	Main Track	Sid- ings
80-lb	49.2	4.1	.....	.....	124.5	23.3	47.4	5.3	.....	0.1	221.1	32.8
75-lb	75.3	2.2	.....	.....	12.9	3.9	19.9	0.8	1.1	.....	109.2	6.9
72-lb	10.9	1.2	.....	.....	2.8	1.6	25.7	1.8	8.6	0.1	48.0	4.7
60-lb .....	.....	.....	.....	.....	.....	.....	.....	.....	32.0	0.1	32.0	0.1
56-lb	2.1	37.3	36.0	3.4	34.6	55.3	1.9	18.3	57.7	5.9	132.3	120.2
Iron.. ..	.....	3.5	.....	.....	.....	1.8	.....	0.6	.....	0.1	.....	6.0
Totals.....	137.5	48.3	36.0	3.4	174.8	85.9	94.9	26.8	99.4	6.3	542.6	170.7